New Bedford Whaling National Historical Park - wayside

Interpretive elements in a graphic layout:

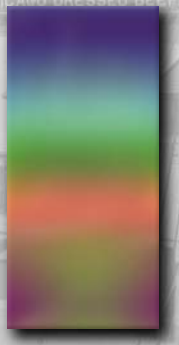
interpretive text

meaningful graphics

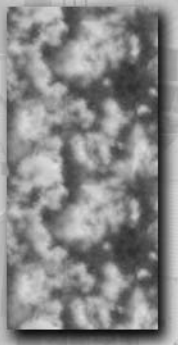
Other elements in a graphic layout:

AaBbCcDd
AaBbCcDd
AaBbCcDd
AaBbCcDd
AaBbCcDd
AaBbCcDd

Typography



Color



Texture

Other Graphics

Interpretive Design: bringing it all together

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AaBbCcDd
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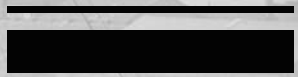
A



Accessibility in typography:

Type Size

Letter and Word spacing

Line Spacing

Line Length

Alignment

Hyphenation

Contrast and Color

Accessibility in graphic design:

clear heirarchical patterns

sensibly located elements

logical progression

decorative elements are avoided

inherent clarity (simplicity)

24

<10b> The Working Waterfront

Cooper Heading a Cask, about 1870
Stereograph by Thomas E. M. White
Courtesy Kendall Institute <UN. 38 / neg #12234>

Turning a Windlass Barrel on a Hand-powered Lathe, about 1880
Courtesy Kendall Institute <2000.100.78>

"Other boatbuilders if provided with designs might build a whaleboat that would defy detection, but no New Bedford whaleman would venture in them. . . . No whaleman would ever use a tub line that was made anywhere outside the New Bedford Cordage works. Possibly other cordage manufacturers could make a piece of rope just as strong and fine. But a bowhead whale worth $10,000 might be held by that rope. The whalemen knew the New Bedford company's rope could be trusted, they didn't know anything about the other manufacturer and they never took the chance. . . . Briggs & Beckman will make the sails and Frank Brown the whaling guns, harpoons and paraphernalia."

Zephaniah W. Pease, 3 April 1916

Putting a whaling vessel and crew to sea involved a wide array of trades on shore. The two trades in greatest demand were coopers and ship carpenters.

Coopers made casks for many purposes. Some were filled with ship's stores (provisions), some with extra barrel staves and heads so that casks could be made during the voyage to store whale oil. One crew member usually had cooper's skills.

Ship's carpenters in this region built vessels and their equipment, including the windlass barrel over which an anchor's chain was wound. They also overhauled every whaler that returned to port. A typical New Bedford whaler made six voyages in its life course, and six of ten made voyages lasting more than two years. Carpenters inspected the hull timbers and planks of every hauled-out vessel and replaced any rotten ones, and caulkers hammered oakum—hemp mixed with tar—into the seams.

Riggers and sailmakers overhauled lines and sails. Blacksmiths and shipwrights inspected or made new harpoons, lances, and spades. Boatbuilders, including the renowned Beetle Boat Shop, repaired the whaleboats—each vessel carried from five to eight—or replaced ones lost to weather or enraged whales. Ropeworks such as New Bedford Cordage Company supplied the enormous quantity of line needed on a voyage.

text drafted by historian...
(Knowledge of the Resource)

Cooper Heading a Cask, about 1870
Stereograph by Thomas E. M. White
Courtesy New Bedford Whaling Museum

"The wharves on both sides of the river were lined with mechanics, fitting ships for long voyages to distant seas. . . . Hulls were examined, weak spots strengthened, spars rigged and sails overhauled, and new bolts put in."
Old Dartmouth Historical Sketches, 1906

Born in the heyday of whaling, George Tripp pitied young men "living away from the coast" because they missed the sights and sounds of growing up in a whaling port.

Tripp watched ship carpenters building vessels from great white oak timbers, and caulkers hammering oakum—hemp mixed with tar—into the seams between planks. He watched coopers shaping staves for the casks that would hold oil. He himself went to work packing other casks with hard tack for whalemen to eat at sea.

New Bedford wharves were alive with riggers, both on ships' decks and aloft, tarring the lines and hoisting and bending on sails. Ships' painters worked on new vessels and those hauled out of the water for repair. Specialized craftsmen repaired the tryworks, where blubber was melted down to oil.

In lofts on the wharves and nearby, sailmakers and riggers made and repaired sails, line, and chains. Blacksmiths and shipwrights inspected or made new harpoons, lances, and spades. Boatbuilders repaired the whaleboats—each vessel carried from five to eight—or replaced ones lost to weather or enraged whales.

Turning a Windlass Barrel on a Hand-powered Lathe, about 1880
Courtesy New Bedford Whaling Museum

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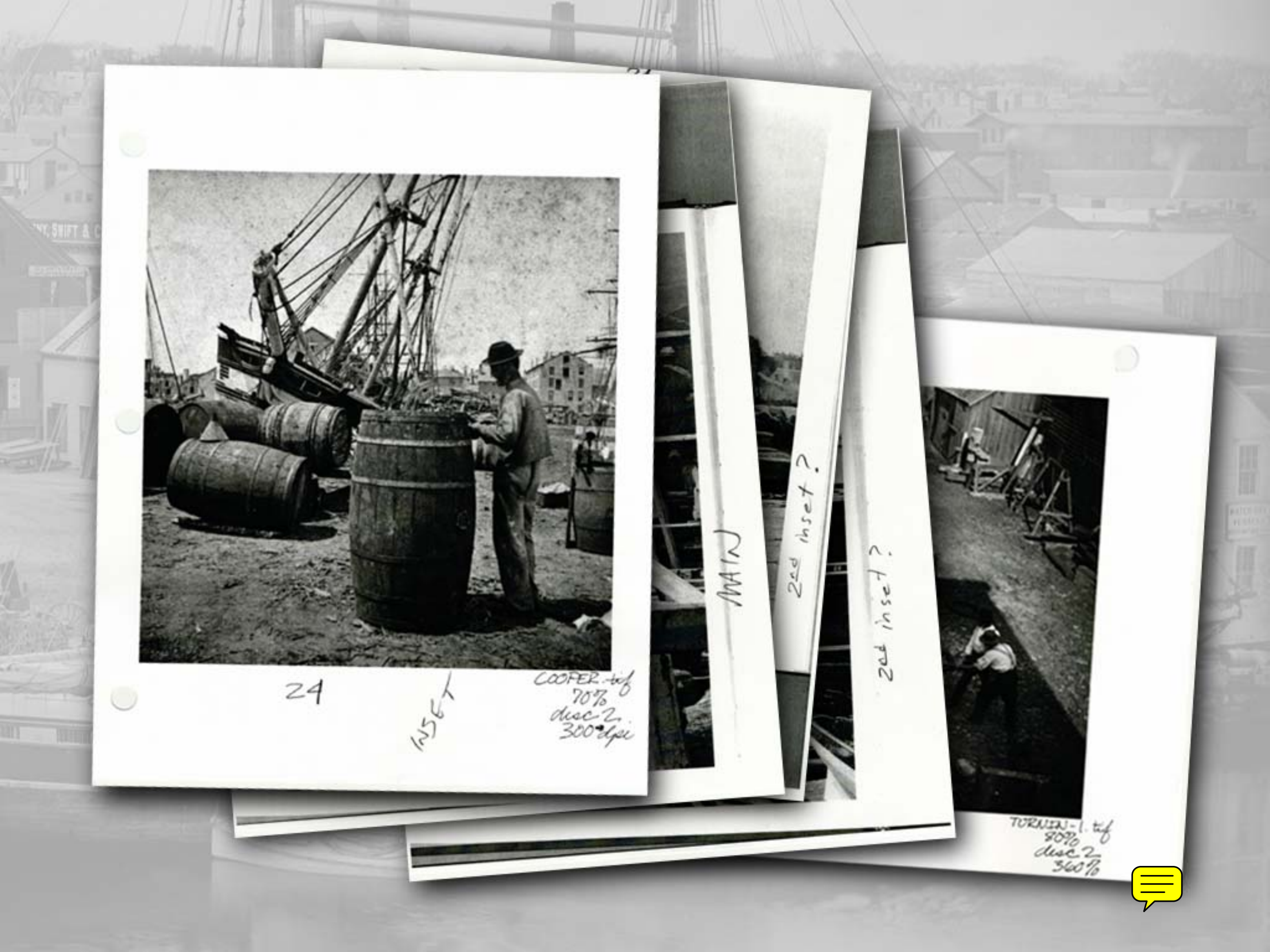
content crafted into interpretive text...


24
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COOPER.tif
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disc 2
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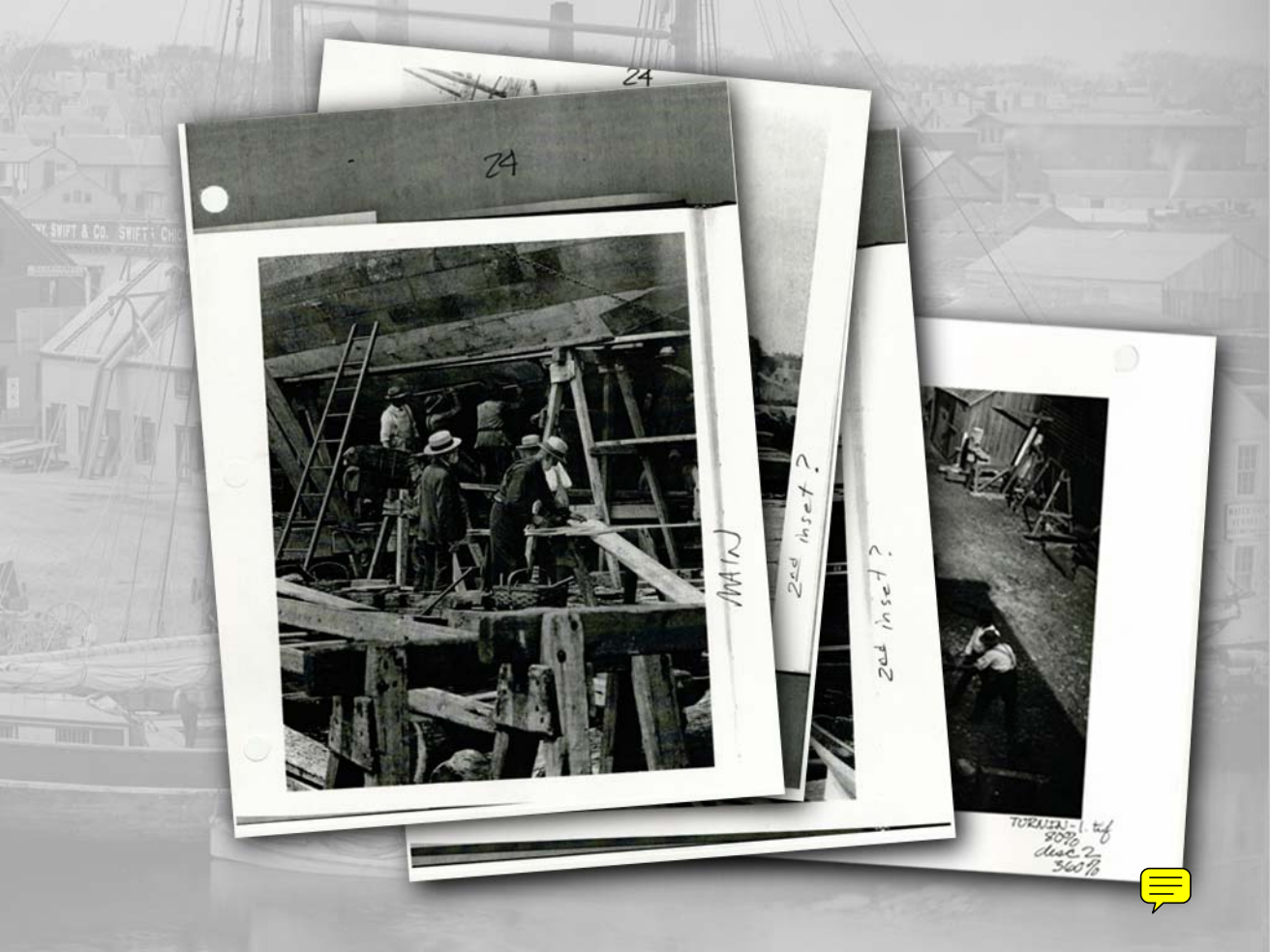
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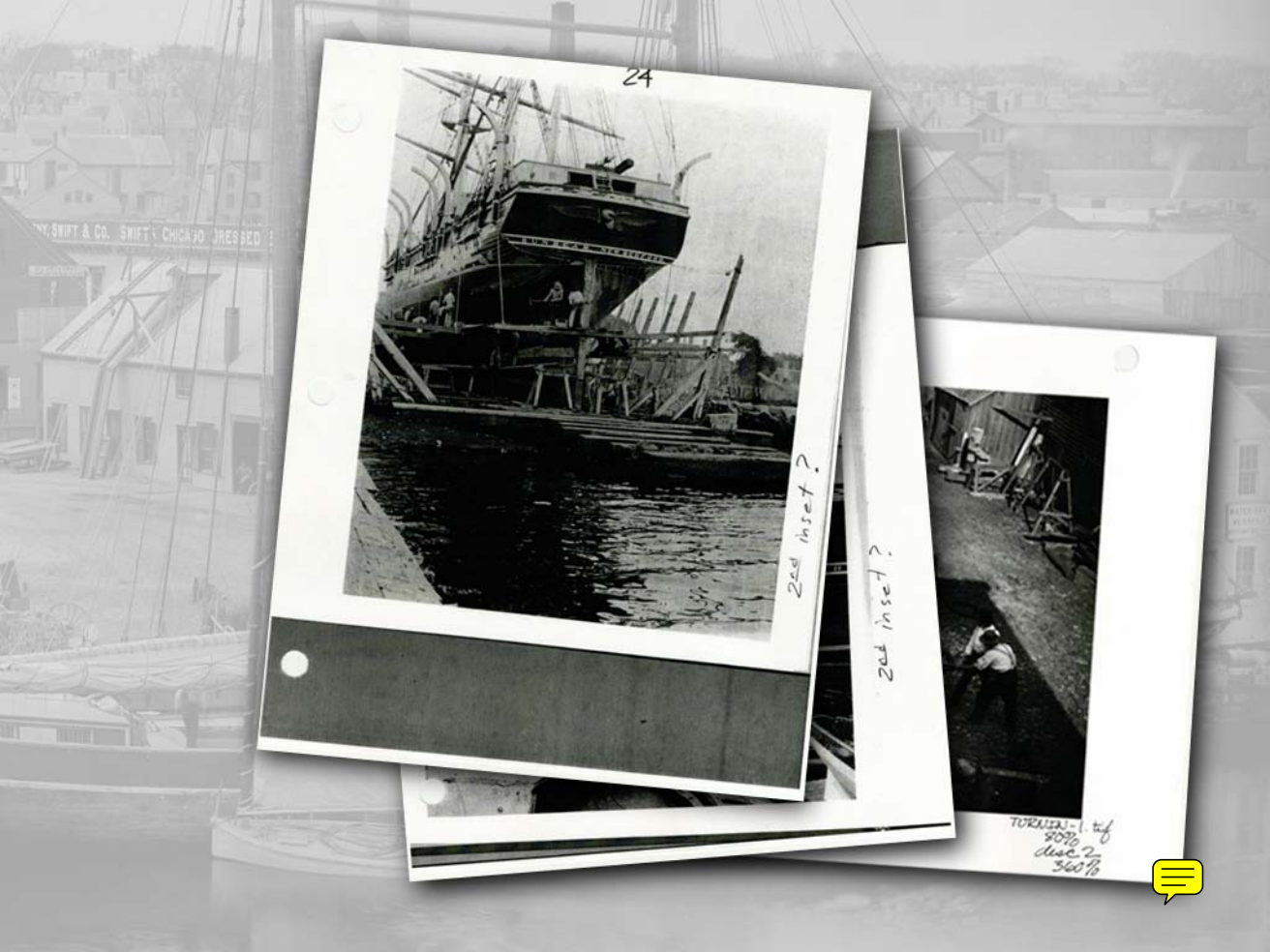
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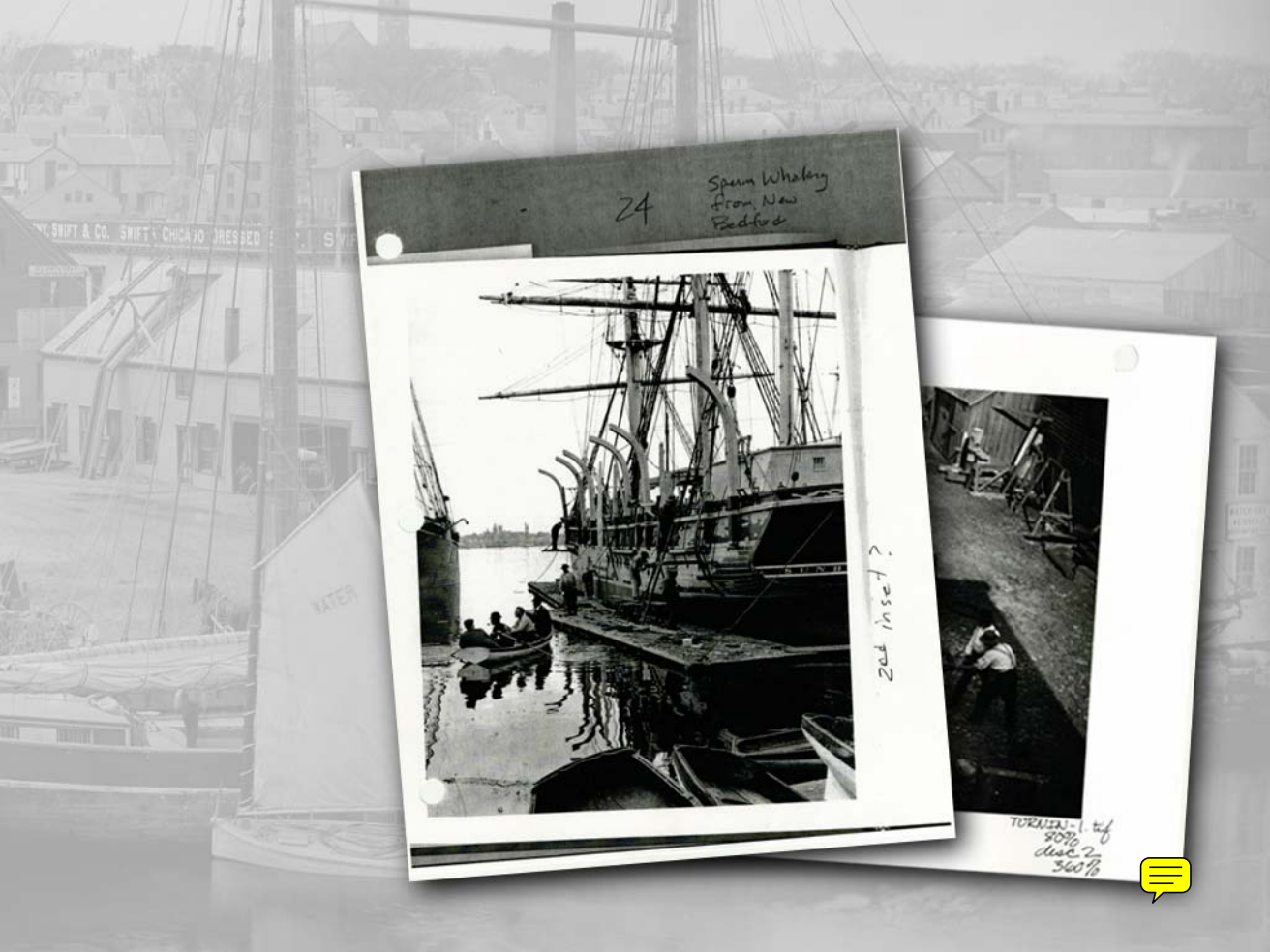
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Sperm Whaling
From New
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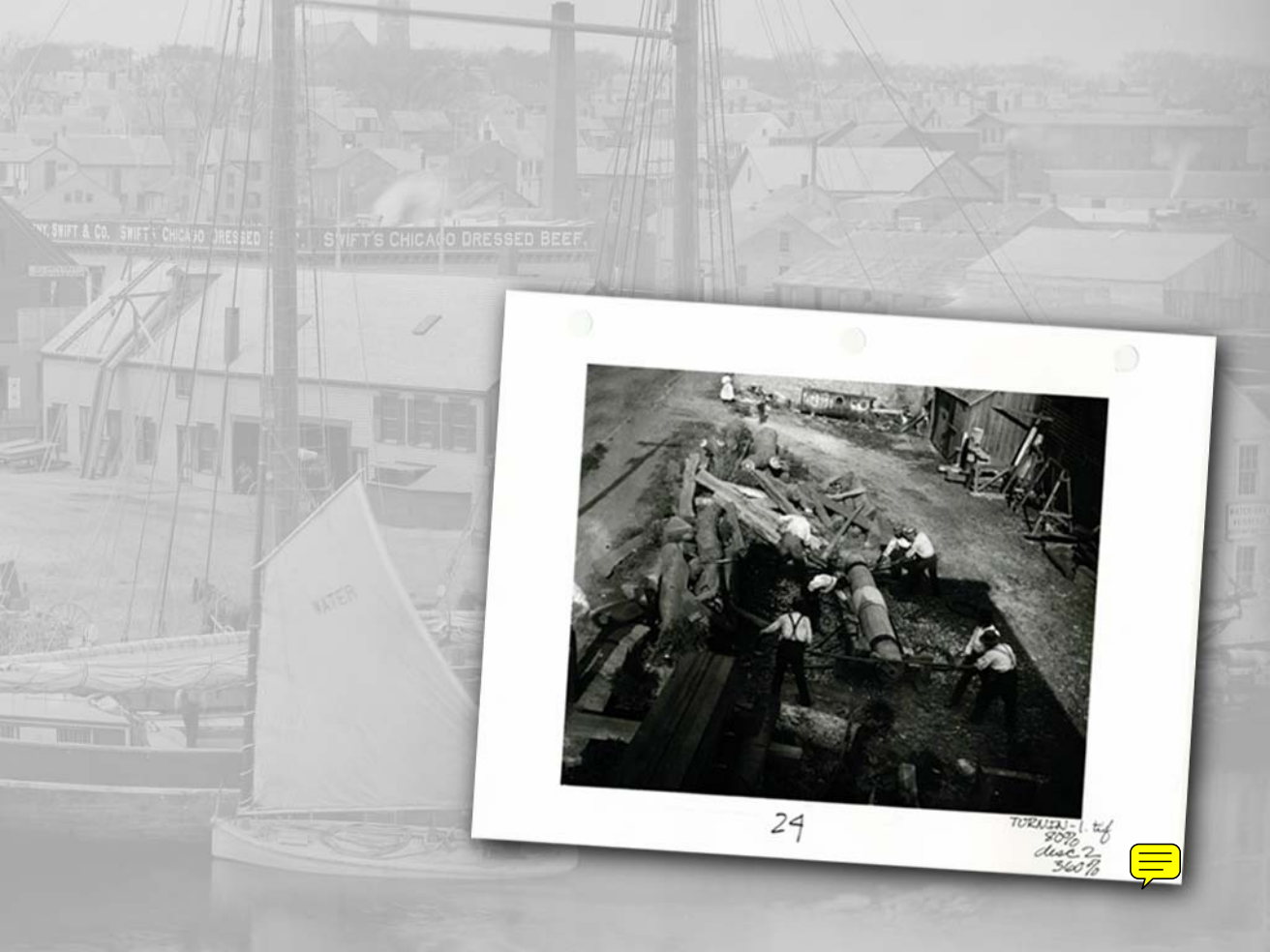
SWIFT'S CHICAGO DRESSED BEEF

NEBE
Exhibit 24

The Working Waterfront

> *The wharves on both sides of the river were lined with mechanics, fitting ships for long voyages to distant seas. . . . Hulls were examined, weak spots strengthened, spars rigged and sails overhauled, and new bolts put in.*
>
> *Old Dartmouth Historical Sketches*, 1906

Standing here during the heyday of whaling you would have seen and heard the bustling of a whaling port preparing for sea: ship carpenters building vessels from great white oak timbers, and caulkers hammering oakum—hemp mixed with tar—into the ships' seams. Coopers shaping staves for casks that would hold whale oil. And packers packing barrels with hard tack for whalemen to eat at sea.

New Bedford wharves were alive with sail riggers crawling about ships' decks and masts, tarring the lines and hoisting and fastening on sails. Ship painters worked on new and old vessels afloat and dry-docked for repair. Specialized craftsmen repaired the ships' tryworks, where blubber was melted into oil. Much work and preparation was always necessary to ensure a safe and successful voyage.

Captions: **Photos courtesy New Bedford Whaling Museum**

Ship carpenters overhauled every whaler that returned to port. A typical New Bedford whaler made six voyages in its life course and each voyage typically lasted two or more years.

Coopers made casks for many uses and each whaling vessel had a cooper onboard. Some casks were filled with provisions and others stored extra barrel staves and heads so casks could be made at sea to store whale oil.

interpretive text shaped around graphic selection and knowledge of the audience

NEBE
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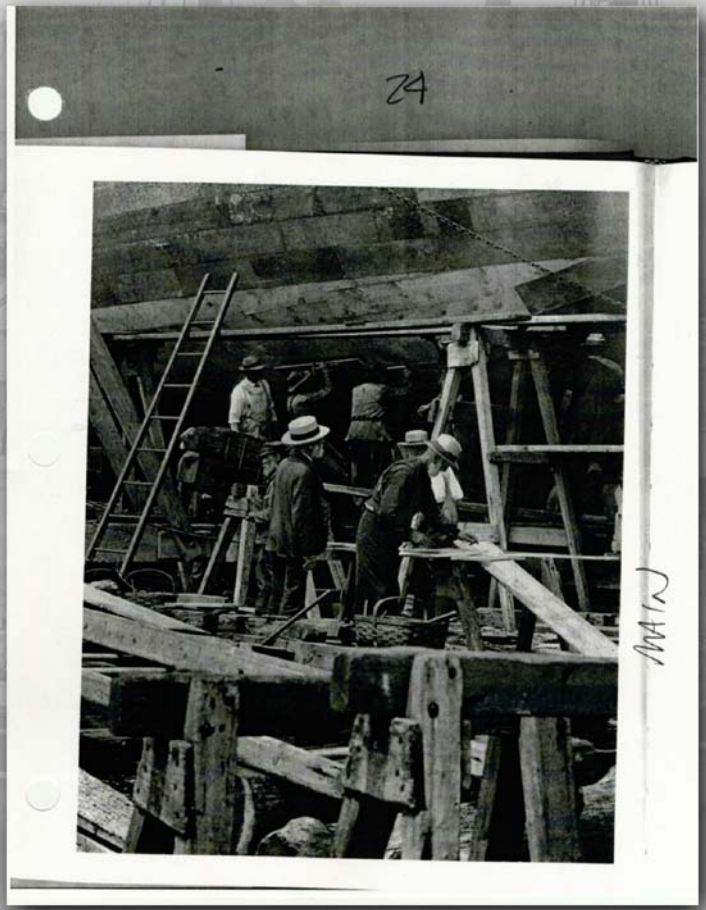

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Old Dartmouth Historical Sketches, 190

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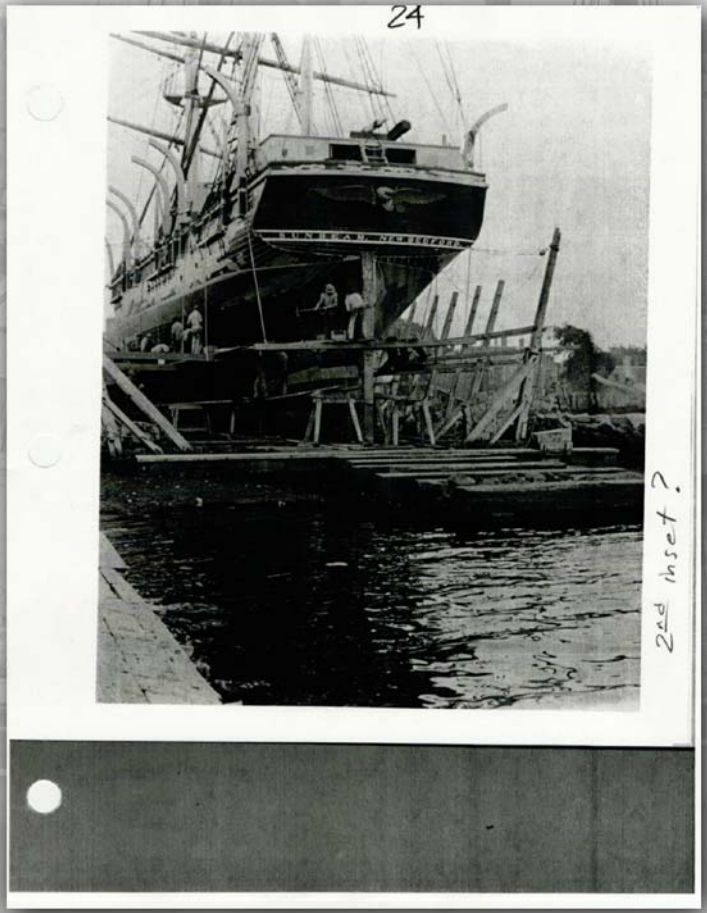

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s: **Photos courtesy New Bedford Whaling Museum**

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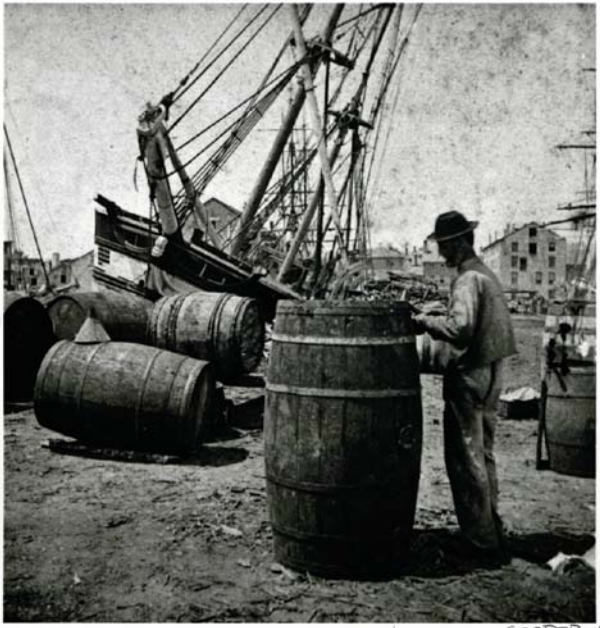
Coopers

Coppers made casks for many uses and each whaling vessel had a cooper onboard. Some casks were filled with provisions and others stored extra barrel staves and heads so casks could be made at sea to store whale oil.



24

COOPER hof
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EBE
xhibit 24

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Text Heirarchy

1. title
2. main text
3. quote
4. identity
5. image captions
6. credits

Working Waterfront

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New Bedford Whaling National Historical Park
National Park Service U.S. Department of the Interior

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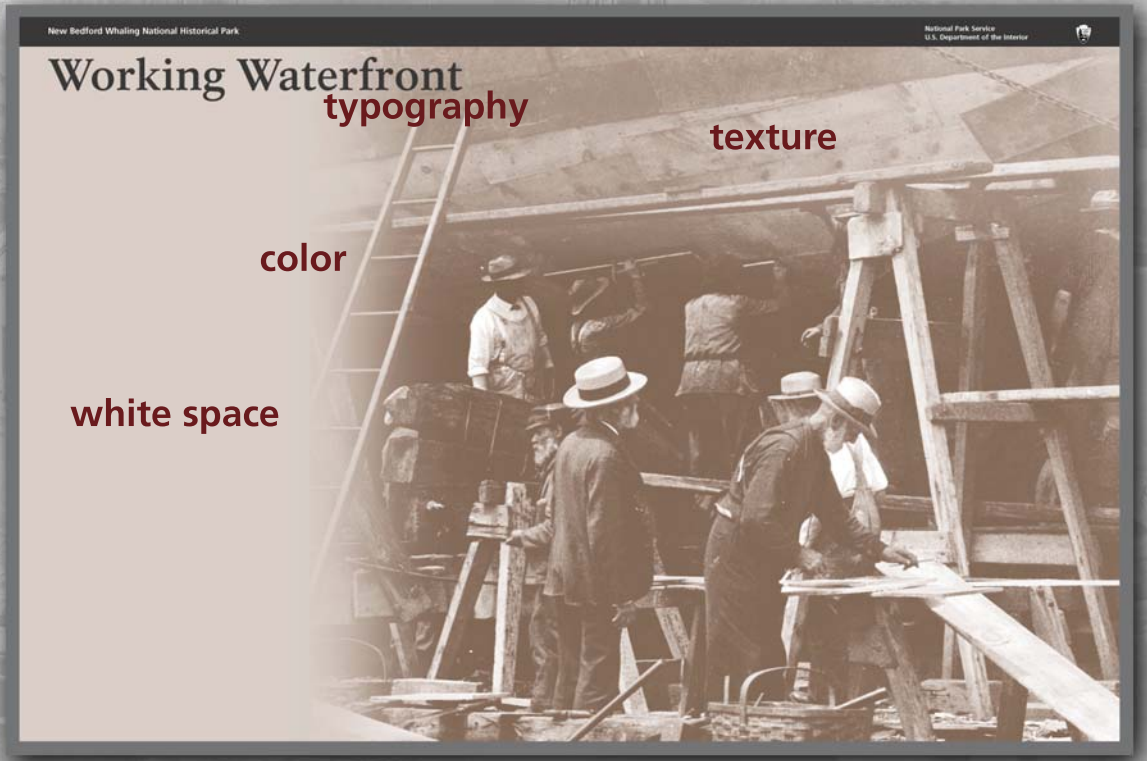
Ship carpenters overhauled every whaler that returned to port. A typical New Bedford whaler made six voyages in its lifetime and each voyage typically lasted two to four years.

Old Dartmouth Historical Sketches, 1906
Photos Courtesy New Bedford Whaling Museum

Space:
36”wide x 24” high

National Park Service Identity


New Bedford Whaling National Historical Park
National Park Service
U.S. Department of the Interior
Working Waterfront
typography
texture
color
white space

National Park Service
U.S. Department of the Interior

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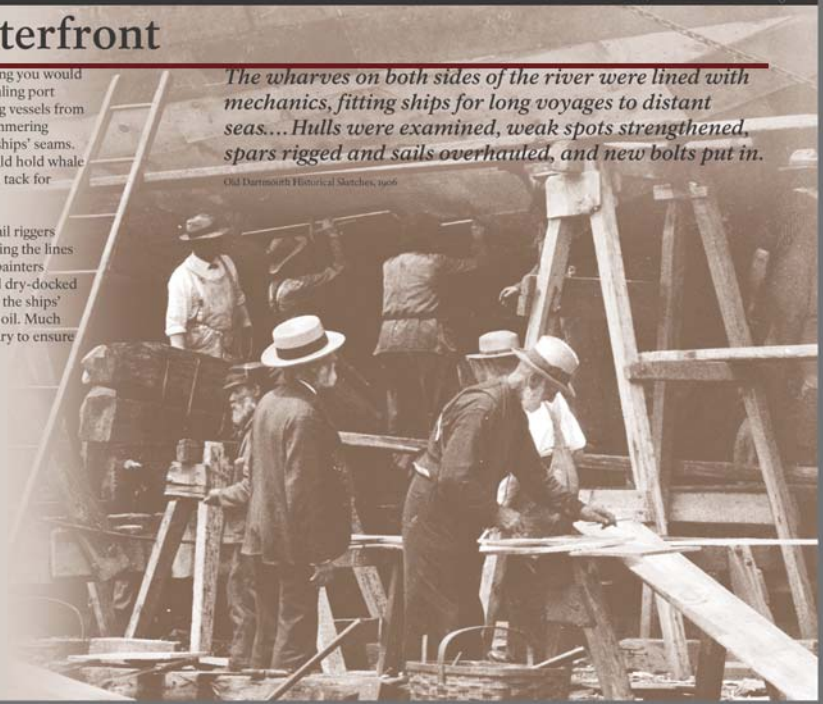

alignment

National Park Service
U.S. Department of the Interior

Working Waterfront

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contrast

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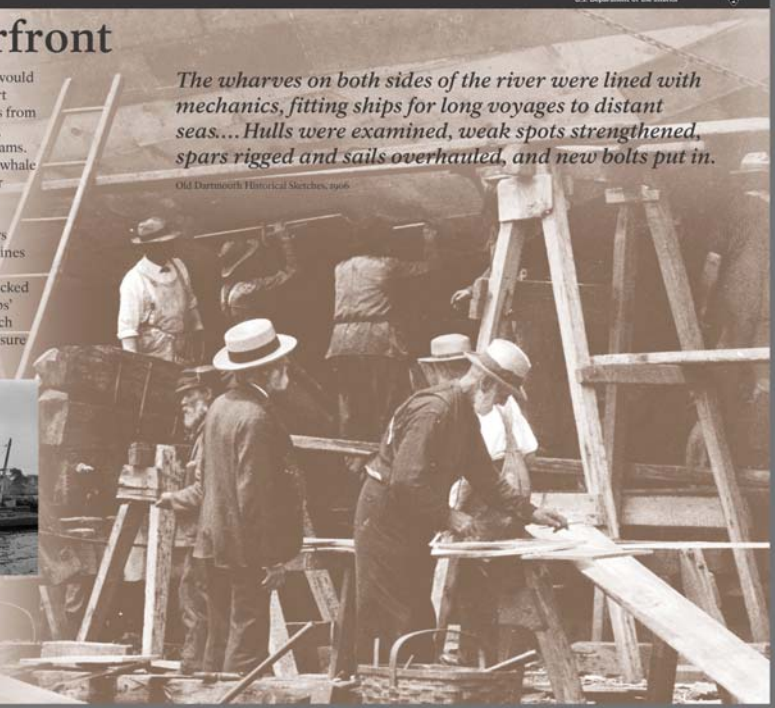

New Bedford Whaling National Historical Park

National Park Service
U.S. Department of the Interior

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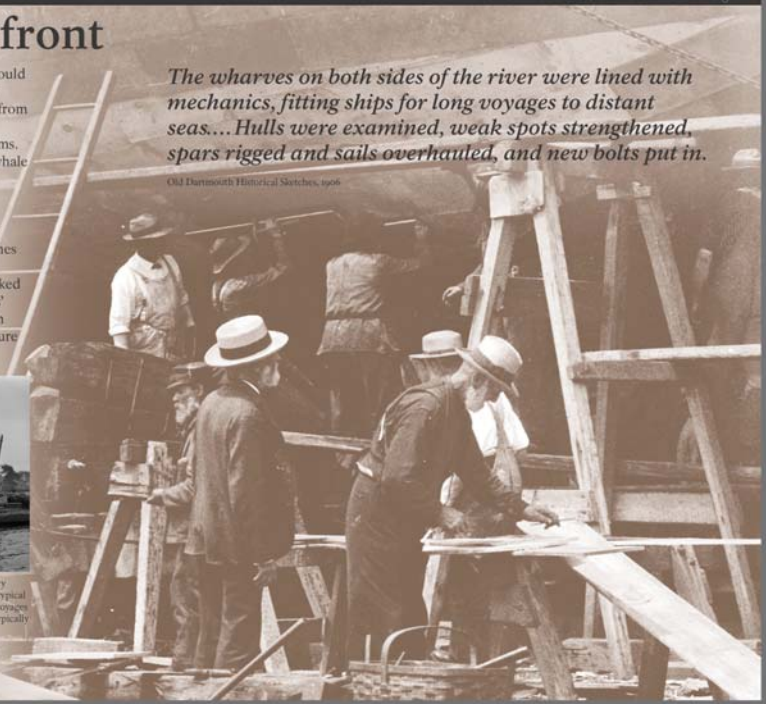

proximity

place


From Whales to Flatfish and Scallops
On the draggers in particular they were Newfoundlanders and Nova Scotians....The guys that were scalloping at that time were mostly from Maine, and shortly thereafter we had some Norwegian people come from Brooklyn, New York, bringing their boats here to try fishing.


MARINERS HOME
Home Away from Sea
The Mariners' Home


SEAMENS BETHEL
Saving Mariners' Souls
The Seamen's Bethel

New Bedford Lights the World

Candles were a prime product of the early whaling industry. On the corner across the street, the Rodman Candleworks, built about 1810, is one of only two surviving candleworks buildings in New Bedford, once known worldwide for the quality of its spermaceti candles.

The process of making candles from spermaceti–the solid, waxy substance found in a sperm whale's head–was a closely guarded secret when Samuel Rodman learned it. Making a spermaceti candle took from fall to the following summer and involved repeated pressing, congealing, and heating. But before petroleum was discovered, a spermaceti candle was the best candle on the market. It was hard, burned a long time, and its light was bright and white.

The light of a spermaceti candle was so bright that it was used to calibrate the Standard International Candle, a unit of light intensity that was applied when incandescent lightbulbs were introduced in the 19th century. In 1849 there were 19 "candlehouses and oil factories" in New Bedford.

8 ADVERTISING DEPARTMENT.

GEO. DELANO & CO.,
Successors to Chas. H. Leonard and Lyles and Fishamore,
MANUFACTURERS OF
SPERM and WHALE OIL,
SPERMACETI,
PATENT AND PLAIN SPERM CANDLES,
Whale Pressings, Sperm and Whale Oil Soap.
Office, 140 Front Street, NEW YORK CITY.
Factory, South Second, Cor. of South Street,
GEO. DELANO, New Bedford. } New Bedford, Mass.
F. L. H. HAVENS, New York. }
JAS. A. FUSSELL, New York. }
S. U. L. DELANO, New Bedford. }

ESTABLISHED 1820.
W. A. ROBINSON & CO.,
Manufacturers of
SPERM and WHALE OIL,
SPERM CANDLES, OIL SOAP, &c.
Also, Commission Merchants, and Dealers in Lard, Rich, Pure Olive and Cod Oils, Paints, Wood and Cane Stocks, Cotton, Cotton Goods, &c.
No. 10 South Water Street, . . . PROVIDENCE, R. I.
AND
No. 50 South Water St., NEW BEDFORD, MASS.

WM. F. POTTER & CO.,
WHOLESALE GROCERS,
AND DEALERS IN
Petroleum Oil, Provisions, and Country Produce,
Union St., corner Front, NEW BEDFORD.

Advertisement for Spermaceti Candles, New Bedford city directory 1881-1882

Candle Photo by Tim Sylvia
Artifact and Advertisement Courtesy New Bedford Whaling Museum